AMUSEMENTS THIS EVENING.

BROADWAY THEATRE Hroadway-MACDECH

BURTON'S THEATRE Chambers street-OMFINATE FA NATIONAL THEATRE, Chatham street CROSS

WALLACK'S THEATRE, Broadway-Much Ado About Nothing-Heer Life BE.OW STAIRS. BT. CHARLES THEATER, Bowery-PIRATE DOCTOR-

AMERICAN MUSEUM-Afternoon-Charlotte Tam-CHRISTY'S OPERA HOUSE, 472 Broadway—ETHIOFIAN

WOOD'S MINSTRELS. Wood's Musical Hall, 444 Broad-

MADISON AVENUE-Afternoon and Evening-FRAN-

CIRCUS, M Bowery-Equeerrian ENTERTAINMEN

GRORAMA, 886 Broadway-Banvand's Panchama or HEILER'S SOTREES MYSTERIEUSES, 539 Broadway. OWEN'S ALPINE BAMBLES, 539 Broadway.

New York. Wednesday, May 11, 1853.

We publish to-day the long but exceedingly important verdict of the Coroner's Jury, on the bodies of the forty-feur persons who were killed on last Friday at the drawbridge of Norwalk. The intense anxiety with which the public have watched the progress of the investigation, and the general indignation prevailing towards the company and the two responsible officers employed on the ill-sted train, will in some degree be relieved and moderated by the knowledge that the jury have done their duty. The meeting which was keld at Norwalk on Monday, was a faint expression of the feeling excited by the terrible disaster, and the opinion was generally enter ained that the resolutions were too tame for the occasion. It is only proper to state, however, that those by whom the meeting was called did not like to take any step which might appear to anticipate the verdict of the jury.

We give some additional particulars relative to the

accident on the Paterson Railroad on Monday.

With the exception of the announcement of the total wreck of the screw steamship S. S. Lewis, and the awful explosion on board the steamer Jenny Lind, the week's later advices from California received by telegraph from New Orleans are of little importance. Twenty persons were killed and some forty others severely scalded by the disaster to the Jenny Lind. The Legislature had passed a bill for the incorporation of railroad companies; also an act extending the provisions of the fugitive slave law for another year. The scheme for enlarging the city front of San Francisco was rejected by the Senate. The accounts from the mines were still very favorable, but trade continued dull, and prices for some articles had undergone a further decline. As a general thing, however, the markets were in much the same condition as per the previous news brought by the El

The S. S. Lewis was built in Philadelphia in 1851. as the pioneer of a screw line of steamers between Boston and Liverpool. She made one voyage in the line, but not proving successful, was withdrawn, and was purchased of Messrs. Harnden & Co. by Messrs. Coolidge & Osgood, of this city, to run on the Pacific in the Vanderbilt line. She was a fine steamer, of 2,000 tons burthen. We have been unable to ascertain whether she was insured or not. The American screw steamships have been particularly unfortunate on the Pacific, the S. S. Lewis making the third of a large class that has met with disaster on that coast. The other two were the Pioneer and the City of Pittsburg. The former run ashore, and was abandoned by her crew and passengers, and the latter was burned up in the harbor of Valparaiso. It is rather singular that all these vessels were originally built for the Liverpool tradethe Pioneer to run from New York, the City of Pitts burg from Philadelphia, (in connection with the City of Glasgow and the City of Manchester), and the S. S. Lewis from Boston, and all withdrawn as failures.

after making one voyage to Europe. that Secretary Marcy was completely besieged yesterday by a concourse of gentlemen who are extremely anxious to serve their country in some foreign capacity, and who were desirous of having with the Premier before the appointments were definitely fixed. As a dernier resort the Secretary adopted Gen. Pierce's plan, and avoided giving offence by forowing open the doors and receiving them all at once. There was no meeting of the cabinet, and consequently the foreign appointments

are still in the mist. The preparations for surveying the different railroutes to the Pacific are progressing satisfactorily. Instructions were yesterday given to the mand of Licut. Williamson. This party will explore the extreme Southern route through Walker's pass, and between the Pacific and the mouth of the Gila

The Inspector Generalship of the army has been given to Brevet Colonel Mansfield, of the Engineer

General Pierce, it is sta 'ed, deems it advisable to refrain from harshness, as fa, as possible, in the removal of the remnant of the Sem gole Indians from Flerida. The survey of the public lands in that State will be proceeded with, in order to con vince Billy Bowlegs and his adherents that it is essential for their welfare to quietly join their brethren west of the Mississippi. By surveying and selling the lands. and allowing the whites to settle upon and clear them, the Indians would soon be literally fenced out of the country.

The supposed organ of the administration at Washington thinks the statements with regard to the encroachments of the French at the Sandwich Islands true in the principal points, but false so far as concerns portions of the details. It declares that our government will not under any circumstances suffer the dominion of the islands to be transferred to any other power.

Sixty thousand dollars worth of property was destroyed by the burning of an extensive iron rolling mill and foundry, at Bridgewater, Mass., last Monday

From Norfolk we learn that a number of houses have been prostrated, and much other property destroyed, by a tornado in Princess Anne county, Va. Four persons were deprived of life by the terrible

visitation, and several others were seriously injured. A despatch from New Orleans states that the cot ton market was very heavy yesterday, only eight hundred bales having been sold during the forenoon. The stock on hand in that city is reported to have run down to one hundred and ninety thousand bales.

The pioneer of the new line of steamships between Liverpool and Montreal, called the Genova, has arrived at the latter place, after a passage of twenty days from the former. So far as news and rapid conveyance is concerned, the Canadians will continue to

rely upon the Collins and Cunard steamers. Quite an exciting scene occurred in the Superior Court in Chambers yesterday morning, in consequence of the serving of a writ of habeas corpus upon a Mrs. Porter, who has in her possession a little negro girl, whom certain abolitionists are fearful her mistress intends to convey to California and sell into slavery. Mrs. P. showed that the mother of the child was owned by her in Mobile, that upon removing to a free State she took the child with her. has giving it freedom, and that it had remained

under her protection ever since. The case was postoned until Friday, Mrs. P. pledging herself in the mm of \$250 t at she would appear with the little negro on the morning of that day. Some of the abo-litionists present demurred that the bail should be placed at so low a figure, and proceeded to the office of Police Justice Bogart, before whom they entered a complaint charging the lady with kid-napping. Justice B. issued a warrant for Mrs. P., was apprehended, and gave bail in the sum of three hundred dollars to answer hereafter.

We elsewhere publish graphic reports of the interesting proceedings of the American and Foreign Christian Union, the New York Colonization Society, the New York and American Sunday School Union, and the Five Points Sabbath School. The first named association occupied Metropolitan Hall, which was densely crowded. Several eloquent addresses were delivered, in which the temporal power of the Pope was denounced as destructive to the peace of kingdoms and to civil and religious liberty. The trial of Samuel J. Proper, for false pretences commenced yesterday in the Court of Sessions, and occupied nearly the whole day. Three witnesses for the presecution having been examined, the court

adjourned until 10 o'clock this morning. One week later intelligence from Europe is no w fully due at Halifax by the Cunard steamer Cr m-The Hermann is also due at this port v rith four days later news.

Californian Enterprise-Chinese Difficul des-Hon, H. Marshall vs. Commodore Au'dek.

We have said it again and again, the tide of enterprize is now steadily setting in 'towards our Pacific shores. Our Atlantic seaboard must summon all its energy to the rescue, or the new States which shall be born of the dismemberment of California and Oregon will overshadow New York. Massachusette and Virginia, and the fame of San Francisco, and other ports to be founded at some early day, will eclipse the present marts of American trade. Energy. perseverance, and intellect, have marked the conduct of our fellow-countrymen on the Pacific from the beginning. Like ourselves, the offspring of many nations, they have borrowed from each some valuable quality, and cemented the whole into an individual character peculiar to thems:lves and second to none in the world. Nature's share in their fortune has not been greater than their own. With great advantages. they have had to contend against obstacles of no common order. The very gold which con. stituted their wealth rendered it an exceedingly arduous task to organise society on a solid basis. Crime seemed at one time domiciled in their midst. It was no easy matter to govern the heterogeneous gathering of individuals who had flooked to the Sacramento from all quarters of the globe. Disease steadily thinned the rauks of the miners. Vast conflagrations threatened to prevent any Californian city obtaining respectable dimensions. But in spite of all-in the teeth of a formidable rivalry with other and richer gold fields-our Pacific possessions have

By the last mail we received intelligence of a California scheme which may well put our merchants to the blush. It has been resolved to send three clipper ships and a bark, laden with passengers and merchandise of various descriptions, from San Francisco to Jeddo, the chief seaport of the Japanese islands. These vessels are to sail on the 1st of June. so as to arrive at Jeddo shortly after Commodore Perry. The cargoes are owned by the passengers. each passenger (the ships can carry a thousand) being allowed to take one ton of freight. Considerable alarm appears to have prevailed among the projectors of the scheme lest they should be anticipated by vessels sailing from New York; but so far as we can learn the Californians would have been quite safe had they delayed their day for sailing till a much later

steadily advanced in numbers, in wealth, in

cultivated land, in commerce, and in all the

outward evidences of prosperity.

It is needless to remark that the parties who embark in this scheme risk their money upon the chance of Commodore Perry's success. If the Emperor declines to acceed to the terms proposed, or resolutely persists in his rule of exclusion, the Californians will be compelled to run for Shanghae, or peddle their wares in some other Chinese or eastern port. In this event they would not be likely to make a fortune by the adventure.

They are probably of the same mind as ourselves respecting the issue of the Japanese expedition. They have faith enough, first, in the common sense of his imperial majesty of Japan, and secondly, in Commodore Perry's address and firmness, to regard entry of Jeddo as already obtained Still, notwithstanding the very strong reasons that have been urged in favor of this belief, it requires no ordinary enterprise to risk one's funds in the operation. The Emperor of Japan may oppose a stolid obstinacy to the appeals of reason, and a formidable military array to arguments of a different character. Commodore Perry may fail to discharge his mission as ably as we expect of him. Bearing these chances in mind, we shall be compelled to admire the boldness which has inspired the "Japan and California Trading Company." Should they succeed, the country will owe them a deep debt of gratitude. Richly recompensed for their individual risk by the returns they will receive from their merchandise, they will still be our reditors for the commercial information we shall derive from them on their return. We have, on a previous occasion, estimated our future trade with Japan at a much larger figure than our present trade with China. Should our conjecture prove correct, the shareholders in the new company will earn no small credit as its pioneeff.

In connection with this subject we will take leave to draw the attention of the President to the news from China, published in our paper on Sunday. Mr. Marshall, it seems, has not only failed, but has absolutely been reduced to straits such as an envoy of the United States has seldom if ever experienced. He attributes his want of success to the uniform opposition he has encountered from Commodore Aulick. The latter, it would appear, refused to co-operate with Mr. Marshall, denied him the use of one of our ships of war, and contrived by his want of courtesy, to impress upon the Chinese the idea that Mr. Marshall was not an envoy whom it was important to respect. We have, of course, no means of judging of the truth of these assertions, but we confess the narrative of our correspondent wears an exceedingly plausible aspect, and we are inclined to place a very great degree of reliance in his statements. Should they be incorrect, we trust that no slight reasons will induce the President to continue Mr. Marshall at his post. The mission to China is, at the present moment, of the highest importance. Properly managed, it may lead to the opening of the great rivers of that immense country, and thus quintupling or decupling our export trade thither. When Mr. Marshall arrived at Canton the aspect of affairs was very favorable to his d signs. If the recent change

is due to any fault of his he should be promptly recalled. If, on the other hand, it should be proven that Cor amodore Aulick has treated our envoy with su ch-discourtesy as to discredit him among the Cl dinese he should be taught a lesson that he will not forget. To try Captain Walker by court m: artial for having carried the United States Co nmissioner from Whampoa or Hong Kong to Canton certainly seems a violent stretch of arbitrary power; and we are not surprised t'hat after the prisoner's honorable acquittal public rumor should have attributed to the Commodore the intention of returning home. Whether in fault or not, he could hard by do a better thing. We want information on the subject of the recent squabbles, and Commodore Aulick, from all we know of him, is far better fitted to act as privy councillor at Sashington than as commander of our Pacific squadron at Hong Kong.

RAILROAD CASUALTIES .- While the recent terrible destruction of life on the New Haven Railroad is immediably attributable to negligence or disobedience of orders on the part of the engineer, the directors and managers of the line cannot be permitted to escape by throwing all the culpability on his shoulders. If he is guilty as the proximate cause of the accident, they are still more culpable in having, through their avarice in building the road, and through the want of efficient signal and police regulations on it, contributed, in the first instance, to the probability of such an occurrence as that which the whole community has had

to deplere. The signal provided at the Norwalk drawbridge appears to have been inefficient, inasmuch as it cannot be seen in the immediate vicinity of the draw. It is first visible at some seven hundred yards distance from the depot; but even there a glimpse of it is only caught amid intervening trees and red chimney tops calculated to deceive the eye as to the ball being hoisted. It is again seen amid like obstacles at about three hundred yards from the denot when it is lost sight of until the depot is passed. and the curve half passed round, at which time the train is in dangerous proximity to the bridge on a descending grade, The directors and managers. in failing to establish a mere efficient mode of warning the engineers of the draw being open, are liable to be regarded as the primary cause of this accident.

But perhaps the point on which the company is most open to censure is that when the road was being originally constructed; it was made to take the form of a quarter-circle curve between the Norwalk depot and the fatal bridge. A straight line might have been made here instead at the extra outlay of three thousand dol. lars. And to this contemptible piece of parsimony on the part of the company are the public indebted for the recent calamity, and for the danger which is always to be apprehended in passing this portion of the road. For this combination of avarice and carelessness we would hold the directors and managers of the New Haven Railroad answerable to the public. as the primary culprits in the matter of the Nor-

walk massacre. And railroad casualties are now so alarmingly on the increase that resolute and efficient measures on the part of our Legislatures and courts of law are imperatively required. Railroad employes seem to be as utterly destitute of any regard for the consequences of their earelessness as directors are for the security of the travelling public, and it needs summary measures to bring all to a sense of their accountability. So completely reckless have officials become, that on the Paterson line, on Monday evening, a serious collision occurred in consequence of the arrangement of a new time table by the manager of the road, which was communicated to one conductor, and not to the other! Offences such as these deserve the severest punishment that the law can inflict upon the culprits, and we hope to see society justified for the outrages thus committed

Cotton sold to the extent of 2,800 bales, without change in quotations. Coffee was rather more active, with sales of 2,000 bags Rio, at steady prices. Provision and breadstuffs were without marked change. Among the transactions of the day were sales of 2,000 chests of

black tea, for export to England.

The news by the Daniel Webster from the Pacific was referred to. The steamship S. S. Lewis, lost near San Francisco, was a fine, well built vessel. She was a propeller, built in Philadelphia, in 1851. She was 220 ong on deck, 31 feet beam, and 17 feet depth of hold. She stood on the books of the underwriters equal to about A 1. She was well built throughout. It was stated that she cost the company about \$125,000, while some estimated her value at a much higher sum. It was believed that she had but very little insurance on her in Wall street, though there might have been ample policies

on her in other places.

A telegraph despatch was received yesterday from New Orleans, from a reliable source, stating that two steambeats, with valuable cargoes, had been sunk in the upper Red river. They were the steamers Jim Turner and the Preston. They were bound up to the interior from New Orleans, and were heavily loaded with goods forwarded valuable assortments of goods on board intended for the indian and Mexican trade, and that their loss would be severely felt. It was said that parcels of them were insured in Northern offices, though full particulars had not reached New Orleans at the date of the despatch. The point where the boats were sunk was above the great raft on Red river.

We have to state that the account we previously gave regarding the pitching of a locomotive through an open drawbridge into a river, on the New Jersey Transportation Railroad, was substantially true. We find, on reference to reliable documents, that the occurrence happened on the 21st day of March, 1848, about five years one nonth and nineteen days since, and that the engine, tener, and baggage car, were submerged at the open drabridge on the Passaic river, near Newark, while the remainder of the train was left standing on the bridge. Among the passengers in the cars was ex-President Van Buren, whose baggage was submerged. The train, how-ever, was going quite slow. A hoisted flag was used for a signal, which, owing to a strong head sind, was blown nto a line of the engineer's observation, so that he did not see it in time. They afterwards adopted a large ball, omething like that used on the New Haven road. Our only error consisted in naming the wrong river, and the period within which it occurred. If Mr. Woodhull has been on the road six years this must have occurred during

his connection with it. We have great pleasure, however, in bearing testimony the general superior management of this excellent road, which is under one company, extending from New Jersey to New Brunswick. We have official documents to show that there have been fewer accidents on it, according to the number of passengers transported, than on any o her road ever built. It is shown in the official returns that the number of through and way passengers for the past five years have exceeded five millions of human beings.

The official report, made to the State Legislature of New Jersey at its last session, showed that the number of through and way passengers transported over the road in 1852 (exclusive of commuters and free passengers) amounted to 1,502,070. The whole number of persons in jured by the road, in the conveyance of this vast number of persons, was only twenty seven—or one in sixty thousand. There were only five persons killed, caused by jumping off the trains while in motion, &c. No persons were injured in the cars—those injured suffered from their own cardisances in various ways.

There was some misapprehension, yesterday, regarding our remarks in reference to brokersge. Not the slightest imputation was intended to be cast upon any one, nor road it is easily theselections. s under one company, extending from New Jersey

our remarks in reference to brokersge. Not the slightest imputation was intended to be cast upon any one, nor could it be said that any broker in any branch of trade pursued any other course than what was strictly fair and honorable. Indeed, in no city could a more honorable and respectable class of men be found in that business than the brokers of Few York.

Marine Affairs. from Savannah, and the Marion, from Charleston, arrived yesterday morning. The officers of these favorite steamers will accept our thanks for promptly forwarding

our files.

UNECALIED DME—The elipper ship Flying Dutchman, Captain Hubbard, left here for San Francisco, (on her first voyage) 15th of October last, arrived in San Francisco, discharged her arreyed some 1,600 tons, and saided again for New York, arrived here on Sunday last after a fice run of only eighty five days, thus accomplishing the voyage in the unprecedented short space of six months and twenty four days, the shortest time ever made. She is one of the fleet of clippers constructed by Mr. W. H. Webb.

Webb.

The United States surveying schooner Petrel, Lt J.
Potter, was at Key West 20th April.

THE THEATRES-By reference to the advertising column it will be seen that the amusements for this evening are very attractive. At the Bowery, Mrs. Yeomans takes a benefit, the pieces selected being the play of "Mada-laine," and the drama of "Norman Leslie." At the Broadway, Mr. Forrest appears in "Macbeth," which has been produced in unexampled splendor. Burton, the inbeen produced in unexampled splendor. Burton, the in-imitable comedian, will represent Aminadab Sleek, in the "Sericus Family," at the Chambers street theatre; three interesting dramas are announced by Mr. Purdy, at the National; and Wallack, with his excellent com-pany, will appear in "Much Ado About Nothing." At the St. Charles, and the Museum, the selections are capi-tal, and the equestrian exercises of Francouri's Hippo dreme, and at Stone & Madigan's Circus, are of a light and very amusing character. Christy and Wood are and very amusicg character. Christy and Wood are amusing their patrons, who are very numerous, with plaintive negro melodies, and Owens, Banvard, and Heller, are delighting their audiences by their respective

An Alleged Slave Child-The Abolitionists Again.

SUPERIOR COURT—IN CHAMBERS.

Byfore Hon. Judge Duer. MAY 10-A writ of habeas corpus was granted by the Judge on an affidavit setting forth that information had been received by telegraph from Jacob R. Gibbs, of Cincinnati, Ohio, that he had reason to believe that a negro child, named Jane Trainer, was deprived of her liberty, and in danger of being sold to slavery in California; that the child was now in the possession of Rose Porter, at 101 Mercer street, in the city of New York. Officers Thompson and Croger, of the Second ward, executed the warrant, and brought the negro child and a well dressed white woman, Mrs. Porter, lato court this morning. The return to the writ made under oath by Mrs. Porter was "That the child, Jane Trainer, mentioned in the petition is now, and has for a long time, been in the care and custody of the depanent, who denies that the child remains in such custody by reason of any detention or imprisonment whatever; that said child is now voluntarily with deponent, and desires to remain in her care; and deponent further shows that the said child was born in the city of Mobile, Ala. of a mother owned and held by the deponent; that the child remained the slave of this deponent until she removed to the city of Circinati; that the child thereupon became free, and leas been, and is now, a free colored child and came to this city with the deponent as a free child; and that she remains and continues with deponent from attachment and affection, and desires so to remain; deponent makes no claim to the child as a person in servitude, and the deponent denies each and all the allegations in the petition relative to any charge of having kidnapped or rolen said child, Jane Trainer, or of holding said child in any other manner than by the voluntary wish and desire of the child that the child that been in the service of the child, but denies, on information and belief, that the child's mother was ever warried, or that it is the legitimate child of any parents; the child was born in May or June, 1843, and has ever since continued with deponent, who clothed, fed educated and presected her, giving her the advantages of a good home.

Mr. Tappan, who appeared very anxious in the affair, wished to read a telegraphic despat nati, Ohio, that he had reason to believe that a negro child, named Jane Trainer, was deprived of her liberty, and in

the lady herself for her appearance and the production of the child.

The little darkey is an intelligent looking child, apparently about ten years of age, and seemed much attached to Mrs. Porter. Several persons spake to her, but she shrunk from them, and clung to her pretectress, as if suspecting every one desired to take her away. She left the court accompanied by Mrs. Porter, tooking perfectly well satisfied that she had been save! from the tenderness of the disciples of Mrs. Uncle Tem Stowe.

Zin addition to the above, Mr. Lewis Tappan made a complaint yesterday before police Justice Bogart against Mrs. Porter, charging her with kidaapping the child Jane Trainer. The magistrate entertained the charge, and issued a warrant for the apprehension of Mrs. Porter. Officer Rue arrested the accused, and conveyed her before the Justice, who held her to ball in the sum of \$300 to answer should the evidence hereafter substantiate the charge.

CHARGE OF DOUBLE MURDER AND CREATED THE HIGH SEAS.

MAY 10.—The Grand Jury of the Southern District of the State of New York some few weeks since found true bills of indictment against Daniel Molone, y captain of the packet ship Roscius, charging him with the murder of two seamen, named "Emanuel" and "Yankee Chap," on board that vessel, on her voyage from Liverpool to this port, in February last. The indictment also charges him with all kinds of cruelities towards his sailors; with having that her beging when in extreme low stages

the chind Sates Diverset Court.

Corrowers' Inquestes.

A RIKARARE CARE OF RYDNOPHORIA.

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A RIKARARE CARE OF RYDNOPHORIA.

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East river, on the holy of a Doy, 10 years of age, named building of the court of the chind of the court of the chind of the court of

lowing verdict.—That the decreased came to his death by being run over by one of the Hudson River Railroad cars, on the 9th day of May, 1853. The jury discharge Joseph Mcifeard, but consider it to be their duty to recommend to the proper authorities to notice the reckless manner the Hudson River Railroad cars are drawn through the streets of this city; and each car should have a brakeman by the side of the driver, as it is impossible for bim to brake up and drive at the same time—as it appears from evidence they drive at the rate of ten miles an hour at times, and the brakes are frequently out of order.

williamsburg City Intelligence.

PRE-THEE MEN BURNED.—About four o'clock yested as aftersoon a fire broke out in the rosin oil factory North Eighth street, between Fifth and Sixth street owned by the Williamsburg Gas Compary. It originate in consequence of the explosion of a still, which we hearly full of material, into which some workmen we pouring a quantity of varnish, which ignited with sor camphine, and flew in all parts of the building, placed an instantaneous combustion. Three men name John Hennessey, residing on the corper of North Eight and Sixth streets; John Touley, residing in Syen street; and John O'Donobue, residing in Enion avens were very veriously burned about the head face and both before any assistance could be rendered them. It thought that Hennessey cannot survive, as his body a limbs in many places were burned to a crisp. Thuilding, being compased entirely of brick and iron, we but slightly injured. Loss about \$100. No insurance.

Personal Intelligence.

and Lady, Elizabeth Hernard and two children, and 101 in steerage.

In the steamship Marion, from Charleston—D Mixer, G Stuyverant, Master Stuyverant, Miss J D Converse, Mrs H Bixbee, Miss A Ewart, Miss M H Ewart, Miss M Cooke, Miss A Cooke, Col R Lowndes A Elfe, Mrs Wagare, Miss F Bently, Mrs Cooke and 2 children, J R S Alston, T Wiristman, Miss H Cooke, Miss H Wightman Mrs P M Lydig, Miss Lydig, D L Suydam, M P Lydig, Mrs G W Morris and servant, 2 Missos Morris, A C Hancock, A Partridge, M A Metcalf and family, Prof Shepherd and lady, Miss H S Thepherd, Miss F Shepherd, Master and Miss Nowton and nurse. C D Oak, J W L Taylor, J R Brewer, lady and child, Miss G D Brewer, Miss S Tripp, E L Wells, F W Brantingham, W F Norcross, Geo Cathact, Mrs Athecton, Miss M Nichtmann, Misson, Mrs Stone, Miss Stone, P Stanger and lady, Mrs Robinson, Mrs Stone, Miss Stone, F Stanger and lady, J Cook, C F Duvant, and Sc in the steerage.

In sehr Wm H Mailler from Kingston, Ja—B De Villa In sehr Martha Post from New Orleans—Philo Pratt.

Court Calendar-This Day. UNITED STATES DETRICT COURT.—No. 18, 21, to 30. SUPREME COURT.—General Term.—Nos. 11, 16, 6, 18 to 22, 24 25, 5, 15, 26, 27, 28. SUPERMS COURT—General Term.—Nos. 11, 10, 6, 18 to 22, 24 25, 15 26, 27, 28.

SUPERMS COURT—Circuit.—Nos. 210, 222, 992, 345, 37234 1008, 1029, 993, 553, 987, 569, 571 to 574.

COMMON PIRAS—Part First—Nos. 827, 444 to 852, 854, 8545, 855 856, 521.

COMMON PIRAS—Pert Fecond.—Nos. 761, 834, 841, 857, 858, 860, 861, 863, 865, 868, 870, 874, 875, 876.

SUPERIOR COURT—Two Branches—Nos. 99, 443, 466, 473, 474, 111, 2, 187, 139, 505, 507, 509, 610, 511, 513, 515, 517, 412, 321, 518, 520, 521, 523, 525, 227, 272, 391, 376, 417, 382, 178, 435, 526, 527, 528, 530, 53034, 531, 532, 533, 534, 535, 556.

Office of the Association for the

be received.

The goods specified in this notice will be received on Forty second street, at the entrance nearestthe Distributing

Reservoir.

The Central Consolidated Line of New York Railroads will transport goods intended for Exhibition free of freight, on presentation of the efficial certificate of allotment.

All goods must be delivered at the building free of expense to the Association.

WM. WHETTEN, Secretary.

coord mans—How Provoking for a Gentle-man to pay a high prive for an article represented to be the best quality hat, but find the finish gone, color changed, and the form dispidated—he has bought a "shocking bad hat." Who does not sympathize with him: We really do feel for him considerably, and if our advice is worth anything, would sy, purchase your hat henceforth at "ARINGER".

Law—April Term, Superior Court.—The ease respecting the superiority of the New York clothing manufacturers, has been decided by a general verdict in favor of H. L. FOSTER, clothier, 27 Corthands attect, New York, whose suits or single garments are decidedly the best in the city. Call and see his new spring styles. Spring Business Coats, Spring Overcoats pring sacks, spring frocks, spring veets, spring pants, in the largest and most besufful variety of goods, selected from sur choicest spring importations. D. & J. DEVLIN, Nos. 33 and 35 John street, corner Nassau.

The new Game of Race, or Steeple Chase, at the extensive fancy bosom store of H. S. RUGERS, No. 419 readway, together with every variety of new games and tys for children, at prices that cannot fail to please.

A Coup d'Œil.—No Rent to Pay, and plenty of money in hand, enables GEORGE P. FOX, schneider the lesser, of No. 333 Broadway, Halls of Fashions, to sell perfect fitting unmentionables, coats, vests, military and navy uniforms, cheaper than the cheapest, and the admitted equal of the best mechanical stilleur.

Cannal street Carpet Store, No. 70 Cannal street.—E. A. PETERSON & CO. call the attention of their friends to the atock of new and elegant carpetings just received from the most celebrated manufactories, comprising a pestry velvet. Brussels, three ply, and ingrain; also, a large assortment of olicioths, venetians, mattings, window shader & & &

Truth Stranger than Fiction. It's very queer we always hear, both far and near, where'er we go, walk fast or slow, that if you could, would or should, desire new clothes, go straight away, without delay, to where you may, on every day, procure them cheap, neat and complete. The place you'll trees apace, in case you'd buy. Fig. 1 SMI'll, Js., Fulton street, 102 the number—ion't make a blunder.

By Steamer Arabia -G. W. Tuttle, No 345 By Steamer Arabia. 48. White the product of ladies fans, reticules, porte monaies, Ac.; also a lot of these now styles of segar stands. The largest assortment of children's topy and games in tee United States, can be found at this stablishment. Strangers will be repaid for their visit by a sight of the "Automaton Bird Tree."

Lace and Muslin Curtains at Reduced Prices
-The best assortment in the city at KELTY & FREGUON'S window thade and curtain store, No. 289% Broadsay, one door above Rende street.

To Manufacturers of Mittens and Gloves and sewers of beckskir.—Singer's Patent Sewing Machines, have recently been applied to your work on an extensive scale, in Futton county, N. Y., and are found to perform the work not only with great economy, but of vastly superior quality to hand sewing. All interested are invited to examine the machines, and their work at the office, No. 323 Broadway.

Two Shilling Daguerrectypes.—Rees & have sold 50,000 pictures since they introduced the now man discovery of cheap picture making, and now they have enlarged and improved their muchinery, a than 100,000 pictures will be distribute to the publicary, as they are without a rival. Rooms No. 259 Bro

French Paper Hangings and Upholstery Goods.—SOLOMON & HART have just removed to their new store, No. 235 Broadway, and are now prepared to offer every description of French paper hangings, curtain materials and upholstery goods, lower than any other catabilities ment in the city. Experienced workmen employed to hange

respectfully inform his customers that there has not been, nor will there he, any reduction in the quality of silverware made in his factory by reason of the recent a interesting in United States coin. Office 321 Broadway, conner of White-street, up taking.

cellent hats, caps, &c., of the newest patterns and fashions, for marters, misees, or infants.—W. BANTA, 106 Canai, corner of Wooster street, offers great inducements in novel-ty, fashion and cheaps as, unsurpassed if equalled in the city. Those who have to provide for children would do well to see his stock before purchasing. Every variety in felt, straw, Lephorn. &c. W. Banta: \$3 hat fer gentlemen is universally admitted a fine article.

Have you tried it? You should, for it re-

moves every impurity from the water. The Porous Glass Filter, has been tried by many, and has satisfied all. It can do you no harm, and must be of benefit. Sold at No. 316 Broadway, for \$1.50. Horace Waters, 333 Broadway, Horace Waters, 333 Broadway, most open-dially invites the interference of clergymen and others visit-ing New York, to the celebrated molian pianofortes of F. Gilbert & Co., which are peculiarly adapted to the voice and the more beautiful clement—sacred music. Also, Smith's superior melodeour, for parlors and churches, which for evenness of temperament and correct intonation, se-acknowledged superior to any now manufactured. A very-liberal discount made to the clergy. Music, and sacred music backs of all descriptions.

New Paper Hangings.—Thomas Faye & Co., 426 Pearl street, near Madison, have just received the new spring patterns of every known style in the trade. The public are invited to examine before purchasing. Artistic workmen attend to the retail department.

THOS. FAYE & CO., 426 Pearl street. Peruvian Guano.—Just received, per ship-Grecian, first quality Peruvian guano; No. I super phos-phate of lime constantly on hand; also agricultural and hor-ticultural implements, and field and garden seeds—the largest and most complete assortment to be found in the United States.

189 and 191 Water street, New York.

Awnings! Awnings!!-C. McDougati & BROTHER, No. 474 Hudson street, manufacturers of plain awnings for the windows and doors of wellings, offices, & N. H.—Made to order, and forwarded to any part of the United States.

C. M. DOUGALL,
P. D. McDOUGALL,

Gas Fixtures I.—Gas Fixtures I.—Twenty per ent cheaper than any other house in the United States. JAMES G. MOFFET, manufacturer of gas chandeliers, brackets, pendants, &c., for churches, hottle, private dwollings and stores, has now on hand a great variety of new and elegant patterns, which, for style and finish cannot be surpassed. Wholesale and retail at the manufactory and ware-rooms. Ills and Ill Prince street, third block west of Broadway. N. B.—Gas pipes laid in buildings at the shortest metics.

Invigorating Cordial—Professor Morse's Invigorating Elixir or Cordial—The Eighth Wonder of the Professor Worder. The invigorating elixir and cordial introduction would be practice by the great chemist, physician and traveller. By Advorce, has for its basis an oriental herb, first brought in Practice by the great chemist, physician and traveller. By Advorce, has for its basis an oriental herb, first brought in Professor Worder of Arabia Potras by that eminent philosophes ton deserts of Arabia Potras by that eminent philosophes the natives of that region are remarkable for their longerity. The natives of that region are remarkable for their longerity, and the her attribute, and power of sustaining fatigue, all on the her attribute, and power of sustaining fatigue, all on the her attribute, and power of the region of the commenced experimenting with this wonderful natural production, and the result of his labora is the invigorating elixir, which has been endorsed by the modical colleges of all the great cities of Europe as the best proparation extant for life.

CURE OF NERYOUS DISEASS.

No language can convey an adequate idea of the immediate and almost mirraculous change which it occasions in the diseased, de bilitated and shattered nervous system. Whether broken down by excess, weak by nature, or impaired by sickness, the unstrung and relexed organization is at once rebraced, revivined, and built up. The mental and physical symptoms of nervous disease vanish together under its influence. The stooping, trembling victim of depression and debility, becomes a new man. He stands erect; he moves with a firm step: its mind, which was previously sunk in glowm, of an almost idiotic spethy, becomes bright, broyant and achieve, and he goes forth refreshed, regonerated, and conscious of new vigor, to his accustomed occupations. Nor is the effect temporary. On the contrary, the relief is permotely, the which we have previously sunk in glowm, of an almost idiotic spethy, becomes bright, broyant in the old world have admitted

blown in the glass, and sold for \$ iper bottle—6 for \$ i2-\$24 the dozen.

CAUTION.

The greater the value of any discovery, the higher it is held in esteem by the public, and so much in proportion is that public liable to be imposed upon by the spurious initations of ignorant, designing and dishonest men, who, like the drone in the hive, have relither the ability nor lactication to provide for themselves but thrive and luxuriste on the earnings of the deserving. This is to caution the public against purchasing any other than that having the written signature of M. MORSE, and C. H. RING's signature passed over the cork of each bottle.

Shoulder Braces, I russes, Eleastic Stockings for enlarged veins of the leg, clastic knee caps, spinal supporters, tadies' belts and supporters, club fout and kneek knee, and every other kind of instrument, with an assortment of children's trusses, at No. 12 Ans street.

Wigs and Toupees.—Modhurst & Heard, of 27 Haides lane, make the most perfect imitation of a natural head of hair in the weld. Wig woarers should not fail to examine them. They are made of the heat materials, and warranted not to shrink or change celor. Also, braids of long hair, fronts, braids, &c.

Hill's Tool Store, No. 390 Broadway, near Walter street-John Hill has removed to No. 390 Broadway, nearly opposite his former store, where he has a full supply of the very best tools, viz. Stub's files, Ward's edge tools. Spent's naw, braces and bits, planes, etc. JOHN HILL, No. Hil-Inimitable Cutter of Hair and Whis

kers according to phrenological and seisutific principles, at ways suffine the style to the head, face, and entire person, thereby developing the heauties of nature. Shaving performed shiftedly by the best of workmen, at 45 Nassau atrost corner of Liberty.

tifel brown or black, without injuring or in the least de stroying the natural glorged the bair, for sale. Applied at the depot, No. 45 Newson street, corner of liberty. Also, his celebrated Infellible Orguent for the bair.

Souroud's Liquid Hair Dye is, with seption or reservation, the very bast ever invented. Because of pades dyes. Equally enderrated is Gourand's Medicated hosp, for evering pimpler, freelies, millowness, shap, roughness, &c. Foudro Subtile surrouts hair from any part of the next, Liquid Rouge, Lily White, and Rair Close, at Ne. 97 Walker street, near Procham.